



CONSOLIDATED COLLECTION PUBLIC MEETING

September 7, 2021

WELCOME!

Chapin Spencer, Director

Lee Perry, Division Director – Maintenance

Rob Goulding, Public Information &
Customer Service Manager



CONSOLIDATED COLLECTION PUBLIC MEETING

September 7, 2021

AGENDA

6PM: Welcome

6:05PM: Overview of Work to Date

6:20PM: Questions and Answers

7:15PM: Wrap-Up

NEXT PUBLIC MTG: City Council Meeting
Sept 13 or 27 @ 7pm

BACKGROUND



- ▶ There are many ways communities coordinate the collection of trash, recyclables and food scraps
- ▶ In Burlington, individual residential property owners subscribe with a local hauler for solid waste services or bring their trash to one of the Chittenden Solid Waste District (CSWD) Drop-Off Centers
- ▶ According to a survey of 461 communities nationwide, this subscription arrangement occurs only in approximately 11% of communities (Source GBB)
- ▶ Consolidated collection (CC), on the other hand, is the much more common approach with 83% of the communities having the municipality either collecting waste streams itself or contracting with private haulers (Source GBB)



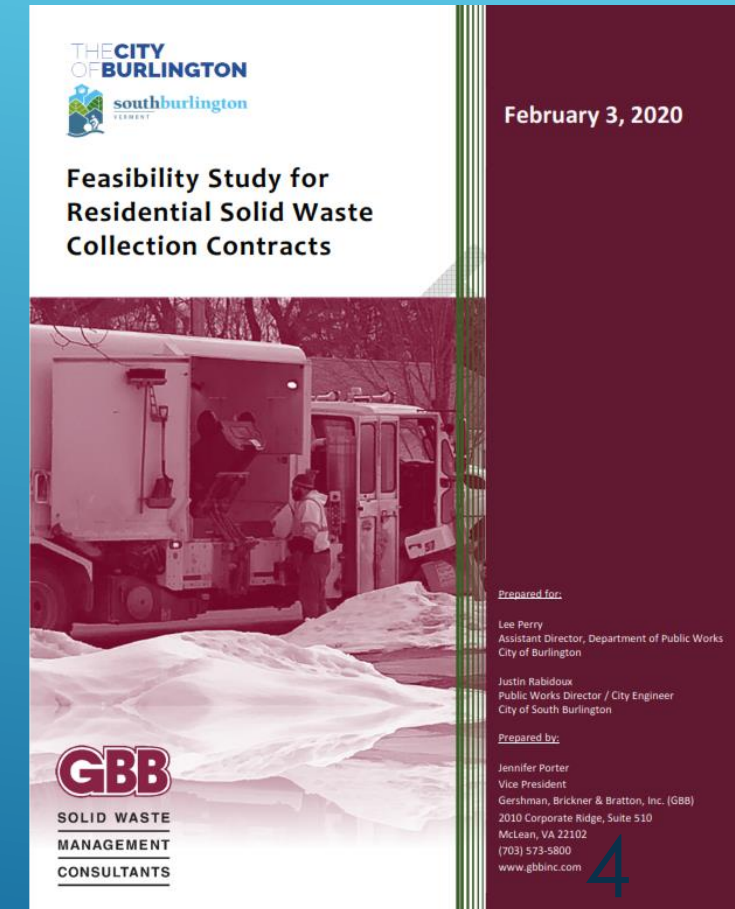
BACKGROUND



Consolidated collection has been explored in our region for decades including:

- ▶ 2000–2001: DPW evaluation initiated by an October 2000 City Council resolution
- ▶ 2009–2015: Chittenden Solid Waste District (CSWD) county-wide evaluation
- ▶ 2018–2021: DPW evaluation in collaboration with CSWD and South Burlington initiated by an April 2018 City Council resolution

www.burlingtonvt.gov/dpw/Maintenance/Consolidated



CONSOLIDATED COLLECTION BENEFITS



Various studies have indicated a wide range of benefits:

- ▶ Reduced costs to residents through more efficient collection routes
- ▶ Reduced environmental impacts due to consolidation of routes (projected two thirds reduction in greenhouse gasses from residential collection)
- ▶ Increased safety, reduced impacts on City infrastructure and reduced noise in neighborhoods by reducing excess truck traffic
- ▶ Increased diversion by using consolidated collection as the most cost-effective mechanism to broadly add collection of food scraps

PUBLIC OUTREACH & FEEDBACK



- ▶ 2019 – GBB phone survey of 261 residents on consolidated collection
- ▶ 6/3-24/2020 – Outreach via social media, press releases, and media advisories
- ▶ 6/17/2020 – Public Works Commission
- ▶ 6/25/2020 – Public Meeting
- ▶ 7/28/2020 – Second Public Meeting @ Transportation, Energy, and Utilities Committee
- ▶ 8/25/2020 – Transportation, Energy and Utilities Committee
- ▶ 3/23/2021 – Transportation, Energy and Utilities Committee
- ▶ 4/27/2021 – Transportation, Energy, and Utilities Committee
- ▶ 4/21/2021 – Public Works Commission
- ▶ 6/14-26/2021 – Outreach via social media, Front Porch Forum, press release
- ▶ 6/16/2021 – Public Works Commission (Recommendation)
- ▶ 6/26/2021 – Transportation, Energy, and Utilities Committee (Recommendation)
- ▶ 7/12/2021 – City Council Presentation
- ▶ 8/19/2021 – Outreach via social media, Front Porch Forum, press release, online survey
- ▶ 8/26/2021 – Public Meeting
- ▶ 9/7/2021 – Public Meeting
- ▶ 9/13 or 27/2021 – City Council

FOUR OPERATING MODELS EXPLORED

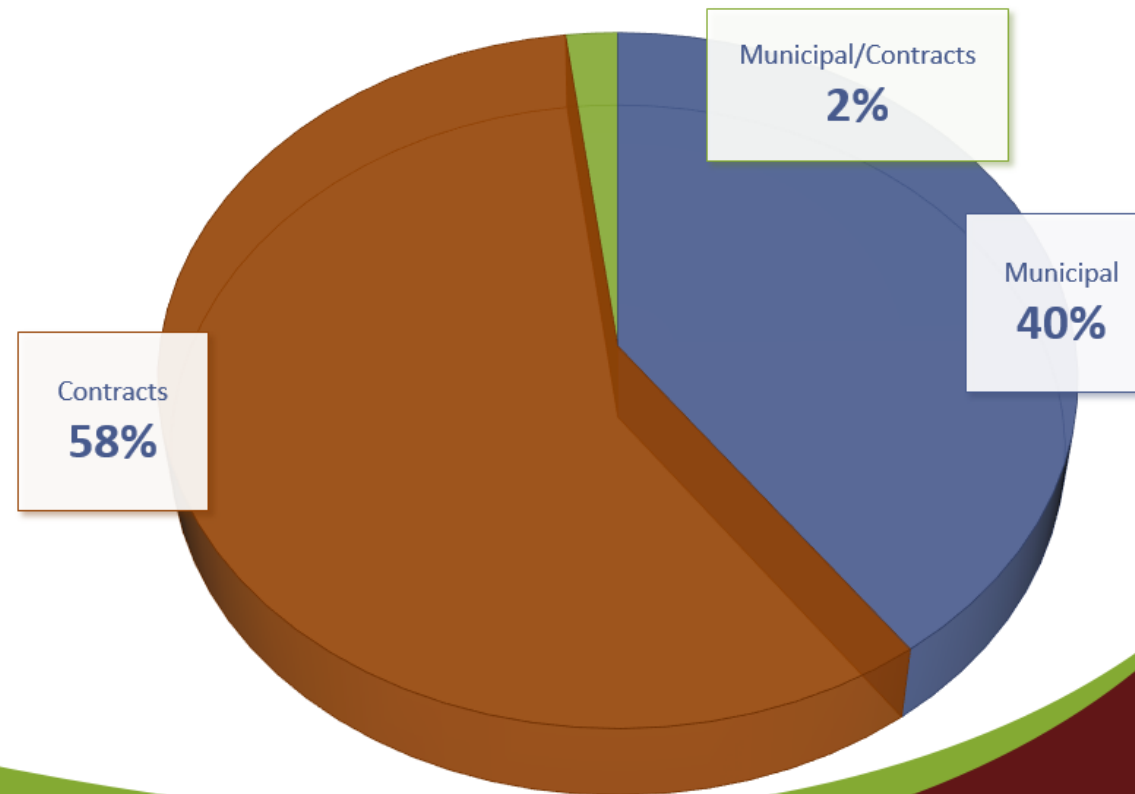


1. Franchise Model – Franchised consolidated collection is where a municipality contracts with one or more private haulers to collect curbside trash, recycling, and compost. This model was studied by consultant GBB for Burlington and South Burlington in 2019 and 2020.
2. Franchise Model with City Bid – This model is similar to the franchised model, except the municipality retains the right to bid on districts against private haulers to collect trash, recycling and compost.
3. Municipal Operation Model – This model is where the municipality itself, provides all aspects of trash, recycling, and compost collection, including oversight, customer service, scheduling, and billing.
4. Hybrid Municipal / Franchise Model – Under this scenario, the collection of different waste streams would be consolidated separately. For Burlington, this option would have recycling remain a municipally-collected service and trash and compost services would be franchised to private haulers.

PREVALENCE OF EACH MODEL



Breakdown of the 83%: Cities through municipality / private haulers under contract



Source: GBB

PROJECTED COSTS FOR ALL 3 STREAMS



Municipal and Franchising models similar in cost, depends on what is included in model

Options (weekly service scenario)	Municipal Model Flynn Ave 0% Opt Out	Municipal Model 339 Pine St 15% Opt Out	Municipal Model 339 Pine St 25% Opt Out	Franchise Model 0% Opt Out	Franchise Model 15% Opt Out	Franchise Model 25% Opt Out
Households Served	13,005	11,054	9,754	13,005	11,054	9,754
Resident Annual Cost	\$413.63	\$456.46	\$494.01	\$410.03	\$422.98	\$465.55
Resident Monthly Cost	\$34.47	\$38.04	\$41.17	\$34.17	\$35.25	\$38.80

GBB's Franchise model estimate does not include additional City costs for overseeing the performance of the private haulers. Franchise model costs have been updated with current tip fees. Municipal estimate includes debt service projections for new building, fleet vehicles, carts. Municipal option scenarios projected to be more expensive at Flynn Avenue site due to land acquisition costs. Public input to date requesting ability to opt out.

OPTION COMPARISON	Franchise (Option #1)	Municipal (Option #3)	Hybrid (Option #4)
1. Customer Choice	✓ ✓	✓ ✓	✓ ✓
2. Customer Cost	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
3. Customer Convenience	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
4. Environmental Benefits	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
5. Community Benefits	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
6. City Control of Service	✓	✓ ✓ ✓	✓ ✓
7. Union Labor & Pay	✓	✓ ✓ ✓	✓ ✓
8. Effort to Launch	✓ ✓	✓	✓ ✓
9. Upfront Capital Costs	✓ ✓ ✓	✓	✓ ✓ ✓
10. Legislative Approval?	✓ ✓ ✓	✓	✓ ✓ ✓
11. Risk to City Gov't	✓	✓	✓ ✓
12. Time to Launch	✓ ✓ ✓	✓ ✓	✓ ✓ ✓
13. Future Flexibility	✓ ✓ ✓	✓ ✓	✓ ✓ ✓
TOTALS	32	28	34

✓ ✓ ✓ High benefit/low risk

✓ ✓ Moderate benefit/moderate risk

✓ Low benefit/high risk

DPW RECOMMENDATION – HYBRID OPTION



- ✓ Builds off the structure and capacity the City has built for the Recycling Program.
- ✓ Achieves the goals of a fully consolidated collection system with significantly:
 - ✓ Smaller upfront capital investment – only ~\$250K for carts vs. \$6M+ for building, trucks, equipment, doesn't limit GF debt capacity for high school, sidewalks, fire trucks
 - ✓ Smaller human resource investment – takes less of staff/innovation capacity over coming years from other priorities
 - ✓ Shorter timeline – projected to launch in 2-3 years instead of 3-5 years
 - ✓ Less risk – no General Obligation Bond (requires 2/3 approval), no Charter Change with voter and VT Legislative approval, no new enterprise fund, no new building construction, less impact to private haulers so likely less opposition
- ✓ Creates 3-4 additional Union positions that can support other City maintenance needs such as additional snow fighting support for the Maintenance Division.
- ✓ Can be accommodated at 645 Pine Street because it doesn't expand City's heavy commercial vehicle fleet and only increases staff modestly – avoids constructing and then maintaining another municipal facility.

DPW RECOMMENDATION – HYBRID OPTION



- ✓ Can fund the additional Recycling Program positions through a straightforward adjustment to the City's Solid Waste Generation Tax rate -- approximately \$2.00/month increase per residential dwelling unit.
- ✓ Does not require our customer service teams to establish and manage a billing system for collection services.
- ✓ Provides future flexibility to expand municipal operation of collection system should there be interest in an full municipally-operated model.
- ✓ Maintains a role for the private haulers while improving the efficiency and cost effectiveness of the collection system for residents.
- ✓ Gives clarity on the consolidated collection direction in the short term that may help resolve long-standing issues with Chittenden Solid Waste District regarding the Burlington Drop-Off Center at 339 Pine Street and the future of 195-201 Flynn Avenue where CSWD and the City have considered a future Drop-Off Center.

SERVICE LEVEL OPTIONS



- Public engagement is underway on key components of consolidated collection that will drive the development of the program (if implemented) including:
 - Service levels (weekly or biweekly collection for each collection stream)
 - Opt out option (ability for residential properties to opt out of some or all of the service)
 - Participating residential properties (1-4 unit properties or possibly more)
 - Other service options (container sizes, back door service, seasonal service, etc.)

- Take the survey!
 - www.burlingtonvt.gov/dpw/Maintenance/CC

HYBRID OPTION – CONCEPTUAL TIMELINE



- ❑ 7/12/21 – Council presentation and Q&A
- ❑ 9/13/21 or 9/27/21 – Council agenda item on consolidated collection model
- ❑ February 2022 – Complete public engagement on service levels, residential unit limit, opt out option, district sizes, etc. and finalize model framework
- ❑ March 2022 – Complete negotiations with CSWD for recycling and organics tip fees and Casella for trash tip fee
- ❑ June 2022 – Complete bid documents for trash and organics services
- ❑ Fall 2022 – Select vendors
- ❑ Winter 2022/2023 – Execute contracts
- ❑ January 1, 2024 – Initiate hybrid consolidated collection service

COMMITTEE ACTIONS



The Public Works Commission on Jun 16 voted 5-1 to:

- Propose implementation of a hybrid consolidated collection model where the City continues to collect recycling and franchises with private haulers to collect trash and organics

The Transportation Energy & Utilities Committee on June 22 voted 2-1 to:

- Propose implementation of a municipal consolidated collection model where the City collects recycling, trash and organics

The City Council is expected to take up this issue at its September 13, or 27 meeting

THANK YOU & INPUT WELCOMED



Comments:

DPWcommunications@burlingtonvt.gov

Questions:

DPW Division Director Lee Perry

Lperry@burlingtonvt.gov

Phone: 802-316-7568

More information:

www.burlingtonvt.gov/dpw/Maintenance/CC